

E. F. TAYLOR,
Steamer.
Lighters and Steam Launches
Supplied.
ILOILO, PHILIPPINE ISLANDS.

The Hongkong Telegraph.

ESTABLISHED 1881.

NEW SERIES NO. 1451. 日三月正年六十二緒光

THURSDAY, FEBRUARY 22, 1900.

四拜禮

號二十一月二英港香

THE UNITED ASBESTOS
ORIENTAL AGENCY.
Sole Agents for the
UNITED ASBESTOS COM-
PANY, LTD. LONDON.
DODWELL & CO., LIMITED.
General Managers.

THIRTY DOLLARS
PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.

CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 12,000,000
CAPITAL UNCALLED " 12,000,000
RESERVE FUND " 7,500,000

Head Office:—YOKOHAMA.

Branches and Agencies:

TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTHSIN. NEWCHWANG.

LONDON BANKERS:—
THE LONDON JOINT STOCK BANK, LTD.
PARRS' BANK, LTD.
THE UNION BANK OF LONDON, LTD.
HONGKONG AGENCY:—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

6 " 4 "
" 3 " 3 "
S. CHOH, " Hongkong Manager.

Hongkong, 4th January, 1900. [11]

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000

RESERVE FUND \$11,500,000

RESERVE LIABILITY OF PROPRIETORS: \$10,000,000

COURT OF DIRECTORS:

N. A. SHEWAN, Esq., Chairman.
R. SHEWAN, Esq., Deputy Chairman.
E. Goetz, Esq.

R. M. Gray, Esq. | D. M. Moses, Esq.
A. Haupt, Esq. | A. J. Raymond, Esq.
The Hon. J. J. Kewick, Esq. | R. L. Richardson, Esq.
A. McConaughie, Esq. | P. Sachse, Esq.

CHIEF MANAGER:

Hongkong—Sir THOMAS JACKSON.
MANAGER:
Shanghai—J. P. WADE GARDNER, Esq.
LONDON BANKERS:—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 5% per Cent. per Annum.
For 6 months, 5% per Cent. per Annum.
For 12 months, 4% per Cent. per Annum.

THOMAS JACKSON,
Chief Manager.

Hongkong, 17th February, 1900. [9]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3% PER
CENT. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 3% PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,

T. JACKSON,
Chief Manager.

Hongkong, 1st August, 1895. [10]

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorised Capital \$1,000,000

Paid up Capital 324,374

HEAD OFFICE—HONGKONG.

Board of Directors:

Chan Kit Shan, Esq. | D. Gillies, Esq.
Chow Tung Shang, Esq. | J. T. Lauts, Esq.

Chief Manager,

GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5%.

Hongkong, 20th December, 1899. [11]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 16TH NOVEMBER, 1896.

Shanghai Tucks.

SUBSCRIBED CAPITAL 5,000,000

PAID-UP CAPITAL 2,500,000

Head Office:—SHANGHAI.

Branches and Agencies:

CANTON. PEKING.
CHEFOO. PENANG.
CHINKIANG. SINGAPORE.
CHUNKING. SWATOW.
FOOCHOW. TIENTSIN.
HANKOW.

THE Bank purchases and receives for collection
Bills of Exchange drawn on the above
places, and Sells Drafts and Telegraphic Trans-
fers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities.

Bills discounted.

INTEREST ALLOWED ON DEPOSITS:

3% per Annum Fixed Deposits for 3 months.

4% " " 6 "

5% " " 12 "

E. W. RUTTER,
Acting Manager.

Hongkong, 1st February, 1900. [12]

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP £800,000

RESERVE LIABILITY OF SHARE-
HOLDERS £800,000

RESERVE FUND £500,000

INTEREST ALLOWED on CURRENT
ACCOUNT at the Rate of 2 per cent. per

annum on the Daily Balances.

On Fixed Deposits for 12 months, 4% per cent.

6 " 3 "

10 " 2 "

T. H. WHITEHEAD,
Manager, Hongkong.

Hongkong, 20th May, 1898. [13]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

84.50 £ Cask of 375 lbs. Net ex Factory.

82.80 £ Bag of 250 lbs.

SHEWAN, TOME'S & CO.

General Managers.

Hongkong, 8th February, 1900. [14]

Intimations.

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.

FOR STEAMERS CAPTAINS TO SAIL REMARKS
S'HAI & JAPAN Java G. W. Gordan, R.N.R. About 25th Feb. Freight or Passage.
LONDON, &c. Clyde* E. Street Noon, 3rd March. Freight or Passage.
JAPAN Rosetta C. C. Talbot, R.N.R. About 3rd March. Freight or Passage.
SHANGHAI Parramatta A. Symons About 3rd March. Freight or Passage.
KOBE Candia W. H. Haughton, R.N.R. About 3rd March. Freight only.
MARSEILLES & LONDON (PARRAMATTA 31st March)
DIRECT. (Without Transhipment). (MASSILIA 14th April) Freight or Passage.
* (See Special Advertisement). (Passing through the Inland Sea).

For Further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 22nd February, 1900.

IMPERIAL GERMAN MAIL LINE.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, AMSTERDAM, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIc PORTS;
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
AND SOUTH AMERICAN PORTS;
Steamers will call at SOUTHAMPTON to land Passengers and Luggage.
N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS. SAILING DATES.
BAYERN WEDNESDAY, 7th March.
STUTTGART WEDNESDAY, 21st March.
KONIG ALBERT WEDNESDAY, 4th April.
WEIMAR WEDNESDAY, 18th April.
PRINZ HEINRICH WEDNESDAY, 2nd May.
PREUSSEN WEDNESDAY, 16th May.
HAMBURG, Hamburg-Amerika Line WEDNESDAY, 30th May.
SACIEN THURSDAY, 14th June.
OLDENBURG THURSDAY, 28th June.
BAYERN THURSDAY, 26th July.
STUTTGART THURSDAY, 9th August.
KONIG ALBERT THURSDAY, 23rd August.
WEIMAR THURSDAY, 6th September.

ON WEDNESDAY, the 7th day of March, 1900, at NOON, the Steamship "BAYERN," of the NORDDEUTSCHER LLOYD, Captain E. Prehn, with MAIls, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.
Shipping Orders will be granted till NOON, on MONDAY, the 5th March. Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 6th March, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 6th March. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 21st February, 1900.

HONGKONG
HOTEL

MUSICAL INSTRUMENTS.

VIOLINS, GUITARS, CORNETS,
CELLOS, BANJOS, TROMBONES,
MANDOLINES, GUITARRAS, EUPHONIUMS,
MANDOLAS, ZITHERS, CLARINETS, &c.
LANE, CRAWFORD & Co.

"CLAYMORE."

FINE OLD SCOTCH WHISKY.

SOLE AGENTS:
THE VICTORIA DISPENSARY,
HONGKONG.

[15]

Intimations.

THE NATIONAL TENSION
THAT THE
RELIEF OF LADYSMITH
WILL REMOVE, IS NOTHING TO THE RELIEF YOU WILL EXPERIENCE BY TAKING
BALSAMIC
COUGH LINCTUS.

SOLE PROPRIETORS:

22. JALAN KELANG, 32. JALAN KELANG,

66, QUEEN'S ROAD CENTRAL, HONGKONG.

[16]

HONGKONG AND WHAMPOA DOCK
CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING
OF SHAREHOLDERS will be held in the OFFICES of the Company, Queen's Buildings,
New Praya, on MONDAY, the 26th February, 1900, at 3 o'clock P.M., for the
purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st
December, 1899.

The TRANSFER BOOKS of the Company
will be CLOSED from the 12th to 26th
February, both days inclusive.

By order of the Board of Directors,

THOS. I. ROSE,
Secretary.

Hongkong, 30th January, 1900. [17b]

GEO. FENWICK & CO., LIMITED.

THE ELEVENTH ORDINARY GEN-
ERAL MEETING OF SHAREHOLDERS
will be held in the HONGKONG HOTEL
on TUESDAY, the 27th February, at NOON,
for the purpose of receiving the Report of the
Directors, declaring a Dividend, and electing
Directors and Auditors.

The TRANSFER BOOKS of the Company
will be CLOSED from the 22nd to 27th instant,
both days inclusive.

By Order of the Board of Directors,

W. G. WINTERBURN,
General Manager.

Hongkong, 21st February, 1900. [18b]

PEAK HOTEL

AND

CRAIGIEBURN.

THE PEAK HOTEL is situated at VICTORIA GAP, adjoining the TRAMWAY TERMINUS
1,350 feet above sea level.

CRAIGIEBURN is situated at PLUNKETT'S GAP, five minutes walk from the PEAK
HOTEL.

Fine Healthy location, variety of beautiful scenery. Cool Southerly breezes in Summer
with perfect protection against the North East Winds in Winter.

Well appointed rooms, attentive service and excellent Cuisine.

A. MOIR,
Manager.

To-day's
Advertisements.



EOTHEN-MARK LODGE, No. 364.

A REGULAR MEETING of the above LODGE will be held at the FREE-MASONS' HALL, Zetland Street, on MONDAY, the 26th instant, at 8.30 p.m. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 22nd February, 1900. [238b]

Z.B.T.I.A.N.D. L.O.D.G.E.

No. 353, E.C.

A REGULAR MEETING of the above LODGE will be held at the FREE-MASONS' HALL, Zetland Street, on THURSDAY, the 1st March, at 8.30 p.m. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 22nd February, 1900. [239]

DOUGLAS, STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUL THE Company's Steamship,
"HALMUN."

Captain Hodges, will be despatched for the above Ports, on SUNDAY, the 25th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAPRAK & CO., General Managers, Hongkong, 22nd February, 1900. [237b]

FOR RANGOON.
(Taking Cargo at through Rates to MOULMEIN, ARRACAN PORTS, COROMANDEL, and MALABAR PORTS.)

THE British India S. N. Co.'s Steamship, "COMORTA," Captain T. A. Collins, will be despatched as above on SATURDAY, the 3rd March, at 3 p.m.

For Freight or Passage, apply to JARDINE, MATTHESON & CO., Agents, Hongkong, 7th February, 1900. [163b]

PACIFIC MAIL STEAMSHIP COMPANY.
NOTICE.

CONSIGNEES OF CARGO per Steamship "CHINA." The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN,
Agent.

Hongkong, 22nd February, 1900. [193]

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Post Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

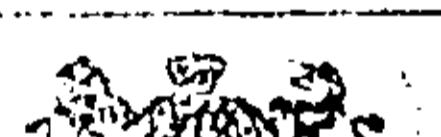
Guineamen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1892. [193]

Entimation.


A. S. WATSON & CO.,
LIMITED.

WINE MERCHANTS.

ESTABLISHED A.D. 1841.

CLARETS.

B ST. ESTEPHE, Red Capsule... \$ 6.66 \$ 7.56
C ST. JULIEN, Red Capsule... 9.00 9.60
D LA ROSE, Red Capsule... 12.00 13.92
CHATEAU HAUT BRION LAR-
RIVET... 18.60 19.20
CHATEAU MOUTAIS D'ARMAIL-
LACQ... 21.00 22.20
CHATEAU PONTET CARNET... 35.00 —
CHATEAU LA TOUR CARNET... 30.00 —
CHATEAU RAUZAN... 42.00 —
CHATEAU LAFITTE... 48.00 —

These CLARETS are bought direct from the leading French growers. The lowest priced are of exceptional value and guaranteed to be the genuine product of the juice of the grape, and are not artificially made as is generally the case with cheap Wines.

CHATEAU LA TOUR CARNET, CHATEAU RAUZAN and CHATEAU LAFITTE are recommended to the notice of Connoisseurs as high-class after-dinner Wines of a rich and rare character.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

We guarantee our Wines and Spirits to be genuine only, when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO., LIMITED.

DEATH.

At Paris, on the 9th instant, PIETRO BE-
RETTA.

The Hongkong Telegraph
HONGKONG, THURSDAY, FEBRUARY 22, 1900.

REUTER'S TELEGRAMS.

THE WAR.

Boer Movements.

London, February 20th.

The Transvaalers are sending large forces with prominent leaders into the Free State.

Commandant Cronje's Retreat.

The *Daily News* states on good authority that Commandant Cronje is hopelessly surrounded.

Natal.

Later.

General Hart has occupied Colenso and is now crossing the Tugela River. The enemy is seen in full retreat and apparently only hold the position across the railway with a weak rear-guard.

The Western Frontier.

The railway to Kimberley is re-opened and General Methuen is proceeding thither with re-inforcements.

Cape Colony.

A reconnaissance from Arundel shows the enemy to be weak and it is believed they have withdrawn to assist Commandant Cronje's retreat.

Home Defence.

An Army Order invites ex-soldiers to re-enlist for one year, for home service. A bounty of £12 is offered.

WEATHER REPORT.

The Observatory report says:-

On the 22nd at 11.55 a.m. the barometer has fallen slightly on the China coast, risen a little in the South. Pressure remains high over China, and a shallow depression seems to be situated in the Sea of Japan. FORECAST:- Moderate N.E. winds; fair.

LOCAL AND GENERAL.

The *Argus* estimates the gold yield of the seven Australian colonies in 1899 at 4,420,488 oz, exceeding that of 1898 by 915,499 oz. West Australia ranks first with 1,643,626 oz, Queensland second with 947,626 oz, and Victoria third with 802,411 oz.

Mr. *Osaka Mainichi* is responsible for a report that Mr. Sunji Otojoro and two other members of the staff of the *Kyoto Nichinichi Shimbun* were arrested on the 10th inst. The charge against them is said to be that of obtaining money by intimidation.

LIVINGSTON'S Travels.—A fresh series of the Minerva Library, in art linen cover and with photographic illustrations, commences with a reprint of Dr. Livingstone's "Missionary Travels and Researches in South Africa." The publishers observe that "no student of South African politics should fail to study carefully Dr. Livingstone's remarkable picture of Boer Life Boer Ways." (Want, Lock, and Co., 2s.).

This morning a fire broke out at No. 25 Queen's Road, West. The fire brigade arrived very promptly, saving the top floor from being destroyed but, not before a Chinawoman, who was sleeping in a cubicle at the back of the first floor, was either suffocated by the smoke or burnt to death, her face being charred beyond recognition. The cause of the fire is supposed to be the exploding of a kerosene lamp. The damage has not yet been ascertained.

By the time Count Festetics gets back to Europe he will be quite an expert in legal procedure. The last instance at Colombo, the fourth or fifth time, is mentioned in Ceylon papers. Five seamen; belonging to the yacht *Talha* were charged at Colombo the other day with leaving the yacht without leave, and pleaded "not guilty," stating that they were not properly fed on-board. They also declined to go back to the vessel. The deserters were found guilty and sentenced to four weeks' rigorous imprisonment.

THE RACES.

Stewards:—His Excellency Sir Henry A. Blake, C.M.G.; His Excellency Vice-Adm. Sir Edward H. Seymour, K.C.B.; His Excellency Major General W. J. Gascogne, C.M.G.; Commodore Francis Powell, R.N.; C.B.; Major M. M. Morris, R.A.; A. Babington, Esq.; The Hon. C. P. Chater, C.M.G.; D. Gillies, Esq.; R. M. Gray, Esq.; Sir Thomas Jackson, Kt.; The Hon. J. J. Keswick; J. H. Lewis, Esq.; The Hon. F. H. May, C.M.G.; and The Hon. T. H. Whitehead, Clerks of the Scale;—Major M. M. Morris, R.A. and J. H. Lewis, Esq. Judge:—The Hon. C. P. Chater, C.M.G.; Assistant Judge:—The Hon. F. H. May, C.M.G.; Starter:—A. Babington, Esq. and Starter:—Ronald Hutton Potts, Esq. Hon. Treasurer:—J. C. Peter, Esq. Clerk of the Course:—T. F. Hough, Esq.

THIRD DAY—THURSDAY, FEBRUARY 22ND.

The rain held off during the night and, though the morning bro' a somewhat dull and dreary-looking, patches of blue made their appearance here and there and by noon the sun was shining brightly with only a few fleecy white clouds blowing before the light breeze. Consequently the gathering in the enclosure was very much larger than on the two previous days and many were the jockeying 'round costumes in evidence. His Excellency the Governor was again present and to give a list of the other notables would be just to pick them out of the directory, so we will allow our readers to do it for themselves. The massed bands of the fleet were present and played selections during the intervals between the races.

The Ladies' Purse presented, for all China ponies, weight for inches as per scale; winners at this meeting other than subscription griffins 7 lbs. extra; unplaced ponies allowed 12 lbs. extra; entrance \$5. Once Round.

Mr. John Peel's i.g. Beechnut, lost 12lb...
Mr. Mansfield's w. Ace of Hearts, 1st 8lb...
Mr. Derick-Hunter's g. Rose de France, lost 12lb...
Mr. Toeg's ch. Modder, 1st 12lb...
Mr. John Peel's b. Pilgrim, 1st 12lb...
Mr. G. H. Potts' b. Desert King, lost 12lb...
Mr. Hart Buck's g. Esperance, lost 12lb...
The field of ten gave the start an immense amount of trouble and no less than six false starts were made before they eventually got away. Shannon jumping off with the lead, closely followed by Pluto. Past the Stand the order was Shannon, Modder and Pluto up the Back-Stretch, the ponies went in a regular procession, Shannon still leading by a length. Up the hill, however, Modder was sent to the front and led down the incline. When the Village was reached, however, Modder most unaccountably bolted across the course, after having come to the front, and Pluto led into the Straight with Shannon close up, but the latter was overtaken by Sandstorm, in the run home and finished third, Pluto winning cleverly by a half length. Time 2m. 45sec.

The "BLAKE" CHALLENGE CUP, presented by His Excellency Sir Henry A. Blake, C.M.G., for subscription griffins of this season, 1899-1900; to be won twice by ponies on date of entry; winners of one race 3 lbs. extra; of two races 7 lbs. extra; and of three or more races 12 lbs. extra; subscription griffins non-winners allowed 5 lbs.; entrance \$5. Once Round.

Mr. G. H. Potts' b. Desert King, 1st 12lb...
Mr. Hart Buck's g. Esperance, lost 12lb...
The field of ten gave the start an immense amount of trouble and no less than six false starts were made before they eventually got away. Shannon jumping off with the lead, closely followed by Pluto. Past the Stand the order was Shannon, Modder and Pluto up the Back-Stretch, the ponies went in a regular procession, Shannon still leading by a length. Up the hill, however, Modder was sent to the front and led down the incline. When the Village was reached, however, Modder most unaccountably bolted across the course, after having come to the front, and Pluto led into the Straight with Shannon close up, but the latter was overtaken by Sandstorm, in the run home and finished third, Pluto winning cleverly by a half length. Time 2m. 45sec.

The "BLAKE" CHALLENGE CUP, presented by His Excellency Sir Henry A. Blake, C.M.G., for subscription griffins of this season, 1899-1900; to be won twice by ponies on date of entry; winners of one race 3 lbs. extra; of two races 7 lbs. extra; and of three or more races 12 lbs. extra; subscription griffins non-winners allowed 5 lbs.; entrance \$5. Once Round.

Mr. G. H. Potts' b. Desert King, 1st 12lb...
Mr. Hart Buck's g. Esperance, lost 12lb...
The field of ten gave the start an immense amount of trouble and no less than six false starts were made before they eventually got away. Shannon jumping off with the lead, closely followed by Pluto. Past the Stand the order was Shannon, Modder and Pluto up the Back-Stretch, the ponies went in a regular procession, Shannon still leading by a length. Up the hill, however, Modder was sent to the front and led down the incline. When the Village was reached, however, Modder most unaccountably bolted across the course, after having come to the front, and Pluto led into the Straight with Shannon close up, but the latter was overtaken by Sandstorm, in the run home and finished third, Pluto winning cleverly by a half length. Time 2m. 45sec.

The "BLAKE" CHALLENGE CUP, presented by His Excellency Sir Henry A. Blake, C.M.G., for subscription griffins of this season, 1899-1900; to be won twice by ponies on date of entry; winners of one race 3 lbs. extra; of two races 7 lbs. extra; and of three or more races 12 lbs. extra; subscription griffins non-winners allowed 5 lbs.; entrance \$5. Once Round.

Mr. G. H. Potts' b. Desert King, 1st 12lb...
Mr. Hart Buck's g. Esperance, lost 12lb...
The field of ten gave the start an immense amount of trouble and no less than six false starts were made before they eventually got away. Shannon jumping off with the lead, closely followed by Pluto. Past the Stand the order was Shannon, Modder and Pluto up the Back-Stretch, the ponies went in a regular procession, Shannon still leading by a length. Up the hill, however, Modder was sent to the front and led down the incline. When the Village was reached, however, Modder most unaccountably bolted across the course, after having come to the front, and Pluto led into the Straight with Shannon close up, but the latter was overtaken by Sandstorm, in the run home and finished third, Pluto winning cleverly by a half length. Time 2m. 45sec.

The "BLAKE" CHALLENGE CUP, presented by His Excellency Sir Henry A. Blake, C.M.G., for subscription griffins of this season, 1899-1900; to be won twice by ponies on date of entry; winners of one race 3 lbs. extra; of two races 7 lbs. extra; and of three or more races 12 lbs. extra; subscription griffins non-winners allowed 5 lbs.; entrance \$5. Once Round.

Mr. G. H. Potts' b. Desert King, 1st 12lb...
Mr. Hart Buck's g. Esperance, lost 12lb...
The field of ten gave the start an immense amount of trouble and no less than six false starts were made before they eventually got away. Shannon jumping off with the lead, closely followed by Pluto. Past the Stand the order was Shannon, Modder and Pluto up the Back-Stretch, the ponies went in a regular procession, Shannon still leading by a length. Up the hill, however, Modder was sent to the front and led down the incline. When the Village was reached, however, Modder most unaccountably bolted across the course, after having come to the front, and Pluto led into the Straight with Shannon close up, but the latter was overtaken by Sandstorm, in the run home and finished third, Pluto winning cleverly by a half length. Time 2m. 45sec.

The "BLAKE" CHALLENGE CUP, presented by His Excellency Sir Henry A. Blake, C.M.G., for subscription griffins of this season, 1899-1900; to be won twice by ponies on date of entry; winners of one race 3 lbs. extra; of two races 7 lbs. extra; and of three or more races 12 lbs. extra; subscription griffins non-winners allowed 5 lbs.; entrance \$5. Once Round.

Mr. G. H. Potts' b. Desert King, 1st 12lb...
Mr. Hart Buck's g. Esperance, lost 12lb...
The field of ten gave the start an immense amount of trouble and no less than six false starts were made before they eventually got away. Shannon jumping off with the lead, closely followed by Pluto. Past the Stand the order was Shannon, Modder and Pluto up the Back-Stretch, the ponies went in a regular procession, Shannon still leading by a length. Up the hill, however, Modder was sent to the front and led down the incline. When the Village was reached, however, Modder most unaccountably bolted across the course, after having come to the front, and Pluto led into the Straight with Shannon close up, but the latter was overtaken by Sandstorm, in the run home and finished third, Pluto winning cleverly by a half length. Time 2m. 45sec.

The "BLAKE" CHALLENGE CUP, presented by His Excellency Sir Henry A. Blake, C.M.G., for subscription griffins of this season, 1899-1900; to be won twice by ponies on date of entry; winners of one race 3 lbs. extra; of two races 7 lbs. extra; and of three or more races 12 lbs. extra; subscription griffins non-winners allowed 5 lbs.; entrance \$5. Once Round.

Mr. G. H. Potts' b. Desert King, 1st 12lb...
Mr. Hart Buck's g. Esperance, lost 12lb...
The field of ten gave the start an immense amount of trouble and no less than six false starts were made before they eventually got away. Shannon jumping off with the lead, closely followed by Pluto. Past the Stand the order was Shannon, Modder and Pluto up the Back-Stretch, the ponies went in a regular procession, Shannon still leading by a length. Up the hill, however, Modder was sent to the front and led down the incline. When the Village was reached, however, Modder most unaccountably bolted across the course, after having come to the front, and Pluto led into the Straight with Shannon close up, but the latter was overtaken by Sandstorm, in the run home and finished third, Pluto winning cleverly by a half length. Time 2m. 45sec.

The "BLAKE" CHALLENGE CUP, presented by His Excellency Sir Henry A. Blake, C.M.G., for subscription griffins of this season, 1899-1900; to be won twice by ponies on date of entry; winners of one race 3 lbs. extra; of two races 7 lbs. extra; and of three or more races 12 lbs. extra; subscription griffins non-winners allowed 5 lbs.; entrance \$5. Once Round.

Mr. G. H. Potts' b. Desert King, 1st 12lb...
Mr. Hart Buck's g. Esperance, lost 12lb...
The field of ten gave the start an immense amount of trouble

BORNEO TOBACCO.

The following table showing the quantity and value of tobacco produced in North Borneo should prove of interest to our readers:

Crop.	No. of Bales.	Approx. total.		Approx. total.		Approx. value in U.S. dollars.
		mate.	mate.	mate.	mate.	
1886.	1,142	1,142	1,142	1,142	1,142	1,142
1887.	27	27	47,73	47,73	1,000	9,000
1888.	331	331	49,42	49,42	1,000	9,000
1889.	1,102	1,102	106	106	1,000	11,000
1890.	1,080	1,080	65	65	1,000	5,000
1891.	1,043	1,043	35	35	1,000	3,000
1892.	1,048	1,048	62	62	1,000	5,000
1893.	1,073	1,073	73	73	1,000	6,000
1894.	9,114	9,114	1,000	1,000	1,000	90,000
1895.	1,047	1,047	38	38	1,000	32,000
1896.	1,094	1,094	37	37	1,000	32,000
1897.	19,433	19,433	85	85	1,000	92,000
1898.	1,057	1,057	105	105	1,000	104,000

THE MAT SALLEH AFFAIR.

Thus the *B. N. R. Herald* of 1st instant—

OUR LITTLE WAR.

The news from the expedition sent to chastise Mat Salleh's insurrection, Capt. Harrington, who is now in full command, commenced his attack on the fortified villages and two forts situated on a bare hill on the 10th, capturing them after over twelve hours continuous fighting, our guns doing splendid work. The Indian soldiers behaved as if on parade. Two of our native allies were killed, and several wounded, including two police. Mr. Dansey led his men most gallantly and all operations were carried out to the letter. An enemy's magazine was exploded.

The Tigras took the oath of allegiance and were giving up their guns on the 17th Jan.—a most satisfactory event.

Later news announces the further capture of two forts and the abandonment of a third, which they burned down before leaving by the Jaws. The fort of Mat Salleh (Mat Salleh's right hand man) was also returned to the ground, and the fire on Mat Salleh's own fort was so heavy that his house was unroofed to save it from being also destroyed. Data Shabandar is reported to be wounded. The only difficulty with Mat Salleh's fort is that it occupies so strong a natural position that it is impossible to surround it with entrenchments, and he will doubtless try and escape (as on a previous occasion) by the rear. Capt. Harrington and the other officers may, however, be depended upon to exercise the greatest vigilance, and even as matters now stand the surrender of so many of his men and the large destruction of forts and villages must have heavily discounted his influence over his followers. Further supplies of ammunition &c., have gone forward and we may hope before long to hear that Mat Salleh has either been killed or captured.

TRADE IN THE UPPER YANGTZE.

According to the *Hamburgische Correspondent*, a number of shipowners and bankers at Brussels and Antwerp have joined in forming a company, with a capital of about two millions for the navigation of the Yangtze-kiang, between Shanghai and Hankow, by shallow-draft steamboats. The project is said to have originated with King Leopold, who discussed the matter with an Antwerp shipowner last year. The company does not for the present intend to acquire fresh concessions in China, but only to search for new markets for Belgian products.

WAR CORRESPONDENTS.

The Transvaal has seen the greatest number of war correspondents sent out since journalism first became a power in the land. Altogether some thirty-five or forty correspondents alone represent the British Press, while the number of other representatives is problematical. Already the correspondents have experienced losses. G. W. Stevens, the Kipling of correspondents, died in Ladysmith from enteric fever.

Parson was accidentally killed in Ladysmith by a British officer. E. F. Knight lost his arm at Middel River; and Lady Sarah Wilson, Winston Churchill, and G. Lynch have been imprisoned by the Boers.

Taking the British Empire as a whole (exclusive of the United Kingdom) we find that, man for man, the people of the United States are better customers of the United Kingdom than the people of the British Empire, each American buying annually \$159 worth of English goods and each colonial subject \$102 worth.

Dividing the British colonies and possessions into two classes, tropical and non-tropical, we find that the non-tropical colonies export to the United Kingdom yearly goods to the value of \$23,70 per head of their population, and that the tropical colonies export to the United Kingdom yearly only 66 cents' worth of goods per head of their population.

The non-tropical colonies consume yearly, per head of their population, \$12.32 worth of English goods and the tropical colonies 71 cents' worth, per head of their population.

There is no evidence in the above facts that trade follows the flag, in the sense that possession of a country produces any extraordinary development of trade between the dependency and the dominant country. On the other hand, where the alternative lies between possessing a given territory or allowing it to pass to the control of a nation which will erect formidable barriers against the trade of foreign states, possession is the only effective method of assuring a fair proportion of trade to the interested country.

In Memory of the gallant men who, in the discharge of their duty as Special Correspondents, fell in the Soudan, 1885.

Edmond O'Donovan, *Daily News*; Kash Gil, November, 1885; Frank Power, *Times*; El. Kamar, October, 1884.

John Alexander Cameron, *Standard*; Abu Kuit, January 19, 1885.

St. Leger Algeron Herben, C.M.G., *Morning Post*; Abu Kuit, January 19, 1885.

William Henry Gordon, *Manchester Guardian*; Korti January 1885.

Frank J. T. Roberts, *Reuter's Agency*; Soudan, May 15, 1885.

FRENCH SOUDAN.

Simultaneously with the decision of the French paper the *Matin*, to carry out by private initiative the famous scheme, so long supported in vain by M. Paul Leroy-Beaulieu, of a Trans-Sahara railway, the Government has received information of the victorious entry of the Flamant mission into Soudan, after a pitched battle with the chiefs of the anti-French party. This advance has been made not by a military expedition, but by a mission organized by M. Flamant, who has won a reputation in the scientific world by his study of the geology of the Sahara. Backed by the Governor-General of Algeria and followed by a little company of Soudan, M. Flamant set out for the dreaded region of the oasis of the Tidikalti, where he arrived on Dec. 27. On the morning suddenly he was attacked by about 1,200 men from Tidikalti and from the neighbouring tribes. The brief telegram relating the subsequent action (28th) that the aggressors were repelled with 50 killed or wounded, and that 40 were made prisoners, among whom were 10 children. The French had 100 killed and four wounded.

NEW COMMERCIAL INTELLIGENCE BRANCH OF THE BOARD OF TRADE.

THE ANGLO-GERMAN AGREEMENT.

With regard to the Anglo-German Agreement, a semi-official communication to the Lisbon Press says:

"The British and German Governments, having previously come to an agreement between themselves, informed Portugal that in the event of her contracting a large loan for the purpose of reorganizing her finances the two Governments were disposed to guarantee the success of the operation. At the same time the Governments of Great Britain and Germany assured Portugal that the basis of the agreement between them was a recognition of the integrity of the Portuguese colonial dominions and the legitimacy of Portuguese sovereignty over Portuguese possession. They further suggested that in the event of Portugal accepting the proposal concerning the loan the latter should be guaranteed by the Colonial Customs receipts."

"The Portuguese Government then declared that it had no need of such a loan, and according to our information, it has no such need to the present day."

NO TROUBLE IN AFGHANISTAN.

The Reuter telegram reporting the depression in European Bourses on account of the St. Petersburg statement that Russian troops had been sent experimentally from Tiflis to Kushki, owing to the alarming situation in Afghanistan, has caused much surprise here, as there is not that faintest justification for the rumour of any such situation. The whole of Afghanistan is absolutely peaceful, the Amir continues in good health, and every thing is proceeding smoothly with his administration in Kabul. I have the best authority for the above statement, and the only conclusion to be drawn is that the anti-English party in Russia wish to create alarm in India while the Boer war is proceeding.

MAGERSFORTEIN.

"We were awakened at 12 and started marching through the pitch darkness in mass of quarter column. The left guide of each company had a rope attached to the left guide of the one in front, thus keeping fairly well together. The rate of marching was not more than one mile an hour. When we had gone about three miles and were getting quite close to the large bridge in front, our first company was told to deploy twelve paces interval between each man; this left the company in front of the column. A Company had gone 30 yards when the focus opened fire from their shelter in front about 300 yards away and from bushes about 30 yards away on our right flank. You cannot possibly imagine the number of bullets that came whistling over us. 'Talk about a hailstorm; that would have been a trifle to it. However they nearly all were hit in the first fusilade. Of course, it was still quite dark. As soon as the firing started I doubled out and extended to the right of A Company. All the rest of the regiment went away to the right to where the flashing fire was, and after they had cleared that, they went on still further. We never saw them again till evening. The rest of the Highland Brigade, which was behind us, retired, and reforming about 1,000 yards behind us. We got within 10 yards of their trench, and lay there firing all we knew. There were not more than 70 of us. In about half an hour it got light, and then the fun began. I had just fired a shot at a cove in a tarpaulin-coloured hat, and evidently missed him for next second I felt a ping through my helmet, which was my friend putting me. His next shot got the side of my head." The writer, after describing other wounds which he sustained, continues:

"About 5 the shells started, being fired from about 1,500 yards behind us. We had two batteries there. They shelled the kopjes in front all day, clearing all out of them. They never got any shells into the shelter trenches—supposed they were afraid of hitting us. As it is one corporal is stuck dead and dumb by one of our shells bursting just above his head. There was no cover of any sort for us, and we lay there, being potted at till there were about three of us not hit, my skipper being one. He was clanging away merrily all day and never got a touch, although he had one through his helmet just above his head. I never felt the slightest pain, only lost a tremendous lot of blood. The man who shot me walked off to the right in the coolest way and was shot about a quarter of a mile down the line. About 2 o'clock the boss of the Boers in front came out and waved his hand to show he was not armed. He then came up to us and said if we would not fire on their ambulance when it came up they would not fire on us as long as we lay still and did not get up. Of course we agreed, as by this time there was no one within a mile of us except the guns, which were about 1,500 yards behind, and our Maxim, which kept on pumping in shot the whole day. We lay there till 6, when two of them came up and said if we left our arms and ammunition we could retire and they would fire on us. They did not want to take any prisoners, not even the three wounded ones, so that all who could walk, about 10 I should think, retired. I walked back and wandered about, trying to find an ambulance to get myself tied up. I should think I walked five miles, and, having had nothing to eat since the middle of the day before, was getting very done."

The critical moment is thus described by the correspondent of the *Times*: "The force moved forward under cover of the night, and the Highland Brigade, to whom was entrusted the duty to make the first assault, soon vanished in the darkness. They had been expected to make their way, but by a mistake the entire brigade, still in quarter column, the least effective of all formations, and that affording the most certain target, in fact a formation that should never have been used within range of the largest ordnance possessed by the enemy, found itself within 400 yards of the southern face of the enemy's possession opposite to the barbed wire entanglements of the strongest entrenchment of the entire line of defence." An instant later, while the front line were cutting the wire entanglements, a volley was fired into the standing troops at point blank range, and in a moment, of the 3,000 men one in every five was shot. The brigade was lost practically without officers and broken, and ran for some hundreds of yards. And though the survivors then reformed they were in no mode for further fighting. Nearly all the day they lay on the ground, more or less exposed to the fire of the enemy, and in the late afternoon they retreated without orders and against Lord Methuen's wish. After the Highland Brigade had been wrecked in the space of five minutes, the battle was mainly confined to the artillery. The Guards however, at one time got up to the Boer's line and began to toss the enemy out with the bayonet, only to find the first row of entrenchments completely commanded by the fire from works further back, and so were forced to fall back. The *Daily Mail* correspondent estimates that 800 men dropped in the first three minutes of the attack. Once again some one had blundered, maddeningly and disastrously.

"Whereas we deem it expedient to increase the rates of separation allowance granted to the families, not in the occupation of public quarters, of soldiers, mobilized Reservists, and embodied Militiamen; it is our will and pleasure that from January 1, 1900, such allowance shall be issued at the following daily rates—

s. d.

Wife of soldier in Class 15 2 3

Wife of soldier in Class 16 2 1

Wife of soldier in Class 17 or 18 1 1

Each child (girl under the age of 16 or boy under the age of 14) 1 2

When the family is in occupation of public quarters, and is provided with fuel and light, the additional rate of separation allowance at the rate of 4d. per day for herself, and 1s 2d. a day for each child, subject to above conditions as to age.

If the child be motherless the rate of separation allowance shall in any case be 4d. per day.

"Given at our Court at Osborne, this 8th day of January, 1900, in the 3rd year of our reign.

By her Majesty's command,

LADY DOWDIE.

THE ROMAN CATHOLIC DIRECTORY.

According to the "Catholic Directory, Ecclesiastical Register, and Almanac" for 1900, there are in Great Britain 25 Archbishops and Bishops, 3,271 priests, and 1,888 churches, chapels, and stations. The Roman Catholic population of the United Kingdom is estimated at about five-and-a-half millions, namely, England 5,000,000; Scotland, 655,000; Ireland (according to the 1891 census), 3,500,000. There is a list of Roman Catholic peers, baronets, Privy Councillors, and M. P.'s. In the House of Lords there are 32 Roman Catholics, and in the House of Commons 72, it is however, noticeable that England and Wales contribute only three members to this total, and one of these three, Mr. T. P. O'Connor, is an Irishman.

Mr. T. P. O'Connor is an Irishman.

Three interesting details of the Holy Years, of which one began in Rome on Christmas Eve last, are contained in the directory.

SALE OF THE PANAMA CANAL TO AN AMERICAN COMPANY.

Since the Panama scandal in France a few years ago little has been heard of that dream of the late M. de Lesseps's life, the canal across the Isthmus, its place in public interest having been taken by the Nicaragua project.

Indeed, discussion during the interval has assumed that the failure was not merely financial in its character, but engineering as well. New interest has, however, been given to the whole question by the course of events in America during the past two or three years and by the announcement just made public, that a new company, entirely American as to capital and direction, has taken over all the rights both of the original Panama Canal Company and of its successors.

The former company, as shown by the receivership proceedings, had incurred a total expenditure of about \$156,000,000, of which about \$86,000,000 was for cost of excavation and embankment proper. The

successor French company was reorganized with a paid-up capital of \$6,000,000, about half of which has been cautiously expended on construction since it assumed control of the property and rights of the original company.

The French company will transfer to its

American successor the canal with all rights and appurtenances and, upon completion of the work, ownership of the Panama Railway will also pass to the new company. The original, or De Lesseps, company retains only equity in the form of a percentage of net earnings after the payment of operating expenses, fixed charges, and a dividend on the capital of the new company. The consideration to be paid to the French company which expects to raise the \$100,000,000 estimated, to be necessary for completing the work by the issue of bonds.

The Panama Canal Company of America filed its articles of incorporation at Trenton, N. J., on December 27. Its capital is fixed at \$100,000,000, with power to increase.

The plan of construction under which the French company is now carrying its work is endorsed by an international commission made up of well-known engineers in France, Germany, Russia, England, and the United States. Among these are Mr. W. H. Hunter, chief engineer of the Manchester Canal, Mr. Fulscher, consulting engineer, and Mr. Koch, a member of the commission of the Kiel Canal. This commission estimate the cost of the completion of the whole work at something over \$102,000,000, with a possible addition of about \$2,000,000 if both locks on the route are made an extra width. The concession from the Columbia Government runs until 1910.

WEDNESDAY, 26th.

Ash Wednesday.

Noon—The China-Borneo Co. Ltd. First Ordinary Yearly Meeting, at No. 4 Queen's Buildings.

Noon—Meeting of Her Majesty's Justices of the Peace, at the Magistrate.

(About) C. &

Intimations.

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTEENTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICE, No. 2 Connaught Road, at NOON, on MONDAY, the 3rd March, for the purpose of receiving the Report of the Directors, with Statement of Accounts to 1st December, 1899.

The TRANSFER BOOKS of the Company will be CLOSED from the 23rd February to 5th March, both days inclusive.

EDWARD OSBORNE,

Secretary.

Hongkong, 17th February, 1900. [124b]

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the SHAREHOLDERS in the above Company will be held at the OFFICE of the Company, on WEDNESDAY, the Seventh day of March, at NOON, for the purpose of passing the following RESOLUTION:

1. That the Proposal of the Directors to call up the Unpaid Capital of the Company in ONE DOLLAR of \$50 per Share PAYABLE on 1st July next, is approved.

And if such Resolution is passed, for the purpose of passing the following SPECIAL RESOLUTION:

2. That the Profits accrued to the Company from the issue of a Premium of the New Shares in the Company, authorised to be issued by the Special Resolution passed on the 6th, and confirmed on the 23rd day of April, 1899, amounting to the sum of \$1,250,000, and which was then carried, and is now standing to the Credit of the Reserve Fund in payment of such Special Resolution, be capitalised and be applied in part payment of the CALL of \$50 per Share on all the Shares in the Company, to be made by the Board.

Should the above Special Resolution be passed by the required majority, it will be submitted for confirmation at a subsequent Meeting to be called for the purpose in due course. By Order of the Board,

A. SHELTON HOOPER,

Secretary.

Hongkong, 20th February, 1900. [125b]

THE HONGKONG ROPE MANUFACTURING CO., LIMITED.

THE FIFTEENTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the Company will be held at the COMPANY'S OFFICE, No. 9, Praya Central, Victoria, on THURSDAY, the 28th March, at 12 o'clock NOON, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 1st December, 1899, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from 2nd February to 8th March, both days inclusive.

SHIWAN, TOMES & CO.,

General Managers.

Hongkong, 17th February, 1900. [125b]

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE THIRTY-FIRST ORDINARY MEETING of SHAREHOLDERS in the Company will be held at the COMPANY'S OFFICES, No. 9, Queen's Road Central, Victoria, on THURSDAY, the 8th March, at 12 o'clock NOON, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 1st December, 1899.

The TRANSFER BOOKS of the Company will be CLOSED from the 2nd instant to the 8th March, both days inclusive.

By Order,

GEO. L. TOMLIN,

Secretary.

Hongkong, 9th February, 1900. [125b]

HONGKONG AND SHANGHAI BANKING CORPORATION.

THE DIVIDEND declared for the Half-year ending 31st December, 1899, at the RATE of ONE POUND and TEN SHILLINGS together with a BONUS of TEN SHILLINGS Sterling per Share of \$125 is PAYABLE on and after MONDAY, the Nineteenth February, current, at the OFFICES of the Corporation, where Shareholders are requested to apply for WARRANTS.

By Order of the Court of Directors,

T. JACKSON,

Chief Manager.

Hongkong, 17th February, 1900. [125b]

THE PUNJAM MINING COMPANY, LIMITED.

NOTICE is hereby given that at a MEETING of the Board of Directors of the Company, held at the Company's Office, No. 9, Praya Central, Victoria, Hongkong, on Monday, the 29th day of January, 1900, the following Resolution was passed:

That a CALL of One Dollar per Share, upon all the Holders of Ordinary Shares in the above Company in respect of all the Shares held by them in the above Company be and the same is hereby made. Such Calls to be paid to the Company at their Banks, the HONGKONG AND SHANGHAI BANKING CORPORATION, at their Premises, Queen's Road Central, Victoria, Hongkong, on or before the 31st day of March, 1900.

And Notice is also given that in accordance with Article 24 of the Company's Articles of Association, interest will be charged as from the said 31st day of March, 1900, at the rate of \$10 per centum per annum, upon all calls remaining unpaid after the said 31st day of March, 1900, up to the actual date of payment of the same.

Shareholders are particularly requested to note that upon presentation at the office of the Company, of the Bankers' receipt for payment of the call together with the certificate of the shares in respect of which the call has been paid, an endorsement to that effect will be made upon the certificate.

By order of the Board of Directors,

W. H. GASKELL,

Secretary.

Hongkong, 30th January, 1900. [126b]

For Sale.

FOR SALE.

PARTIALLY DECKED CENTRE BOARD YACHT "GEISHA". Length over all 46', Water Line, 17' 3", Beam 5'. All Lead Ballast. At present in cruising order.

For Particulars, apply to

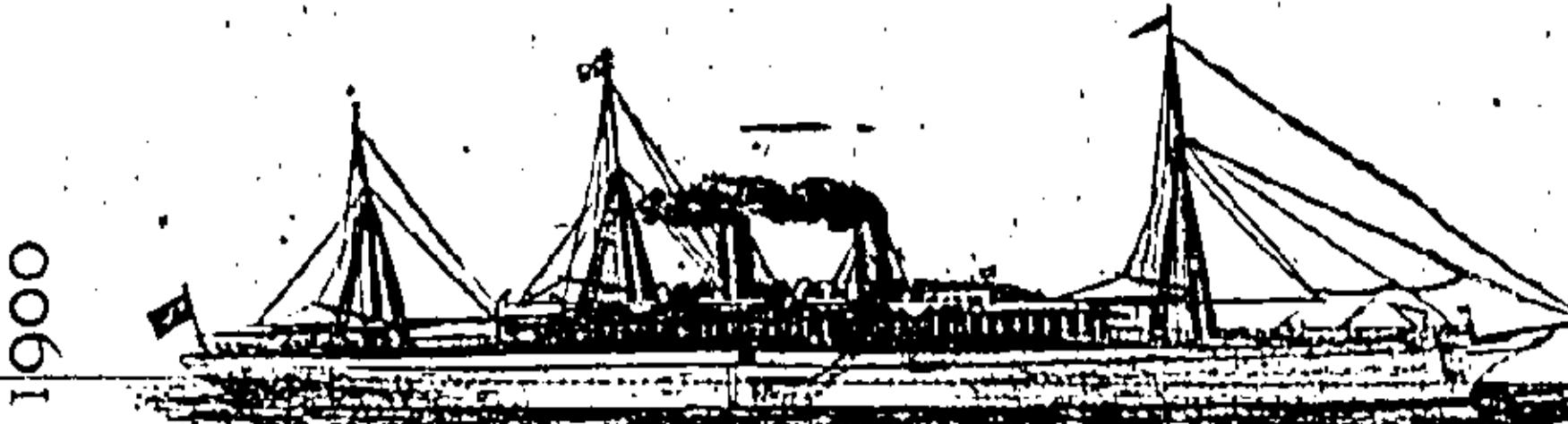
"X,"

This Office.

Hongkong, 26th January, 1900. [126b]

Mails.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN...Comdr. Geo. A. Lee, R.N.R. WEDNESDAY, 14th March.
EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R. WEDNESDAY, 4th April.
EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 25th April.

THE magnificient Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS in a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are excellled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Victoria Street, [13]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Belgian King ... 3,379 | about Feb. 28
Thyra ... 3,406 | about Mar. 6
Lady Foley ... 3,406 | about Mar. 31

THE Steamship

"CLYDE," Captain E. Street, carrying Her Majesty's Mails, will be despatched from this Port for BOMBAY, &c., on SATURDAY, the 3rd March, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day previous to sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. RITCHIE, Superintendent, Hongkong, 17th February, 1900. [15]

OCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai), Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu.

Coatic (via Shanghai), Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu.

Gaelic (via Shanghai), Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu.

THE Company's Steamship

"DORIC," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, TOMORROW, the 23rd February, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transhipment to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Passenger Invoices to accompany Cargo destined to points beyond San Francisco, in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 13th February, 1900. [16]

For further information apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 9th February, 1900. [16]

Hongkong, 13th February, 1900. [16]

J. S. VAN BUREN, Agent.

Hongkong, 13th February, 1900. [16]

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

WAKASA MARU ... MARSEILLES, SOUTHAMPTON, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID. To-morrow, 23rd Feb., at J. B. MacMillan ... 4 P.M.

KASUGA MARU ... MANILA, THURSDAY ISLAND, TOWNVILLE, BRISBANE, SYDNEY and MELBOURNE ... To-morrow, 23rd Feb., at E. W. Haswell ... 4 P.M.

FUTAMI MARU ... NAGASAKI, KOBE and YOKO-HAMA ... SATURDAY, 24th Feb., at J. Thom ... Noon.

MIKE MARU ... BOMBAY, via SINGAPORE and FRIDAY, 25th Feb., at S. Kawahito ... Noon.

* RIOJUN MARU ... VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOME and YOKOHAMA ... SATURDAY, 10th March, at J. W. Ekstrand ... 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,

Manager.

Hongkong, 21st February, 1900. [16]

Entertainment.

THE DEFICIENCES OF IMPERIAL DEFENCE.

Lord Charles Beresford does not hide his opinions or mince his words. In returning thanks at the banquet given to him last month by the London Chamber of Commerce, he said at the outset that he was going to make a strong speech, and he did so. What was wanted was that those in authority should devote their attention to national and administrative questions rather than to mere party matters. In his experience of the House of Commons, he had met with only three men of Cabinet rank who really thoroughly understood Imperial defence, he meant Lord R. Churchill, Sir M. Hicks Beach and Sir C. Dilke. The present system was rotten, false and misleading. The cardinal fault was that the Budget for Defence was not made out on the exigencies of defence but on the exigencies of finance and party government, the consequence being that when they went to war they had neither the necessary equipment nor the necessary organization for any emergency that might arise; the natural result of no businesslike system of administration. There was no doubt whatever that the least our Army should be able to do was to defend our Colonies from invasion all over the world and protect the great empire of India. The real fact of the matter was that under the present system there was no real responsibility. The War Office and the Admiralty ought to draw up memoranda telling the House of Commons and the country exactly what they wanted, and why their requirements were such. People at present were trying to find a scapegoat on which the responsibility for the misconduct of the present war. But the real fault lay in the unbusinesslike system on which the Army had been conducted. Our Generals were not to be blamed. They had been set to do impossibilities. It was the underlying system which required drastic treatment.

NEWS FROM FRANCE.

The Editor of the *Univers* declares that the Boers are rigid and intolerant Huguenots who still cherish in their hearts so strong a hatred of Catholics that up to a short time ago they closed their States against the entrance of Catholic missionaries, and even now only admitted them on the condition that their liberty of action was confined within the narrowest limits. The writer is equally outspoken in regard to the blacks. It should be insisted, he clearly understood that the Boers, regarding the blacks as an inferior order of beings, make no effort, and showed no desire of helping them to civilization. They are unwilling to lift their souls by religion, to elevate their minds by education, or to help on their moral or material amelioration. The negroes to them mere beast, often-times something worse, a race destined to disappear either through extinction or by slow oppression. There can, therefore, be no real bond of sympathy between so noble a nation as France, which is ever in the van of civilization, and the Boers. What then is the reason for the present attitude of Frenchmen so who so loudly applaud the success which the Boers have achieved? It is the satisfaction left by a Christian heart in seeing God humiliate the proud, and that felt by the heart of every Frenchman in seeing the Colossus of Great Britain tottering from an unexpected blow from a little stone from the nameless hill that commands the course of the Tugela. "This is why" he proceeds, "Frenchmen cheer the victories of the Boers, because these victories humiliate, weaken, and bring England low, England the enemy which wishes more ill to France than she herself can work, which desires to destroy her fleet so that there may no longer be in the world any counterpoise to her universal dominion. England beaten in South Africa would mean that the world would be relieved and perchance delivered from the night mare of that general war with our proud rival threatening it."

What is of importance to France is that England should emerge from the struggle sufficiently weakened to feel herself too feeble ever again to threaten the peace of the world. Christian charity is in perfect accordance with these conclusions dictated by French patriotism, and Christian charity and French generosity (sic) will agree in not pushing their wishes to *Dilecta est Carthago, the downfall of Britain.*

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:—

Angier, A. G. Larka, J.
Ah Feng, Miss Lowenthal, J.
Amoy, Fanny Line, M. H.
Ackseiff, M. Lunic, Mrs.
Armstrong, A. Lee, Lieut. C. A.
All, Miss Lewis, Miss
Armsmoker Liddon, R. K.
Arab, N. M. Landerhausen, A.
Arnold, E. W. Laute, Dr. O.
Aglive, A. B. Lambic, Mrs. J.
Anles, Dr. V. Lamare, Paul
Armar, J. Lee, C.
Ayres McGovern, P.
Albert, Hope S. S. Co. McCoubhan, E. L.
Ambek Moore, Mrs. M.
Baronian, Z. S. Mui Yung, Mrs.
Bennet, J. Montilla, T.
Bennemer, Mr. Masanor, Miss
Blake, R. E. Modichundi, A. K.
Baring, T. Modicu, S. R.
Bambagio, E. M. Matay, A. R.
Biby, Angar Mamila, C.
Ballard, Anna Marriott, H. D.
Brennes, C. McHenry, E. C.
Burnett, L. C. Middleton, Miss
Brusse, G. Marescu, Capt.
Buckley, M. Menier, Mrs. K.
Bambridge, Miss Macrotin, A.
Bloom, Rosa Marti, R.
Berthier, T. Munthe, J. W. U.
Bowle, C. E. McLeod, Dr. M. M.
Barker, A. M. Morris, H.
Bass, J. F. Malay, L. M.
Brawan Munro, Miss A.
Belys, M. Martin, A. H.
Bourdon, J. Mancilla, J.
Bundroff Nigrata, T.
Bridge, G. E. Neheste, S.
Bodeleya, M. Nesbit, M. A.
Breig, H. Newfile, B. A.
Brook, W. Otratu, Mrs.
Bry, H. H. Okape, Miss
Black, Mrs. Mountleth Oviedo, F.
Bumenfeld, L. Oyshi, Mrs.
Boogowski, Oshige, Miss
Bohn, Thubbas Oshige, Miss
Bruching, M. Oya, Miss
Bardy, M. Osada, Miss M.
Bedden, Miss M. Odor, B.
Bragie, P. P. O'Donahue, Miss
Blejoo, W. & Co. O'Donoghue, Miss
Bargos, F. Ophina, J.
Crook, Miss H. C. Philipps, J.
Capps, W. L. Pijnappel, J. H.
Cranston, Miss E. Panuich, J.
Clifson, G. Parker, Mrs. A.
Chinvala, S. F. Putman, J. K.
Crook, Miss N. C. Plot, R.
Cutler, Miss R. Pangeon, Mr. & Mrs. A.
Cameron, D. C. Puthi, R. P.
Chambers, E. H. Pritch, J.
Crony, H. Peoples, Rev. S. C.
Chaplin, Miss Perine, R. I.
Chambers, Capt. J. Price, C. G.
Cleane, F. J. Prum, F. J.
Charles, Mrs. J. Putman, W.

Cuthie, G. J. Packarse, K.
Chimill, T. Parker, A. L.
Chenill, G. Papadimos
Ducat, Capt. C. M. Park, Miss M.
Delen, Mrs. L. Perrine, Rev. S. A.
David, M. W. Richerhala, Miss D.
Deladouespa Rosenzweig, Mrs. P.
Dauncey, C. Rotenberg, C.
Dean, W. A. Rawlings, R.
Dallion, C. Ratchel, Mr.
Dirke, R. Revens, G.
David, Capt. F. Robinson, F.
Devany, M. Remson, A.
Doak, Mr. Robinson, M. E.
Dobbeke, H. H. Rynock, W.
Denny, Bros. Rumbold, W.
Deydel, Miss Rebenek, C.
Drake, A. M. Reynolds, J.
Davis, E. C. Ruppert, T. E.
David, F. Robertson, G.
Elias, A. Robinson, T. D. V.
Edwards, L. Robinson, S. W. A.
Esker, Miss B. Rigby, Capt.
Eshog Khars Rudecliffe, Mrs. C.
Everell, Capt. C. S. Reyna, S. D. C.
Ferrari, Mons. Rosa, Mrs.
Forster, R. C. H. Richardson, Miss.
Franklin, C. S. P. Sprague, W. N.
Franca, A. G. Seldanha, D. E.
Fruehleher, H. Sung Toi Lee
Fucuti, S. Schroder, W.
Fou Chau Fau Smith & Co., T.
Floset, A. Schroder, G.
Femela, C. Stuart, J. C.
Flotes, A. Scott, W.
Fueswlio, G. A. G. Santon, J. Dor.
Fernandes Sing Pur
Goldi, S. Scott, C. N.
Galocy, Josephine von Sena, Miss C.
Glover, Mr. Scott, R. A.
Guley, Sydney, G.
Ghyke, Mr. and Mrs. Souza, Jos de
Gibbons, Mr. and Such, H. J.
Mrs. E. S. Sawada
Gruni, Mrs. Sissypa, Mrs.
Green, Robert Seifert, Mrs. R.
Goldie, Silva, Adolfo
Gans, S. M. Sinott, J.
Guigard, M. T. Saut, N. G. V.
Gutierrez, O. Solar
Hesketh, S. B. Soton, R.
Herdin, C. Sentene, M. A.
Hough, G. C. Siblain, Mons.
Hofstahl, L. Shepherd, E. B.
Hamilton, Miss E. Smith, L.
Hoony, C. Stewart, Mrs. K.
Hoffman, G. M. Sampson, H.
Hutchison, G. W. Snape, F.
Hall, J. Andrew, Thompson, R.
Halerit, H. Titman, S.
Hope, F. C. Tagma, H.
Hee, Ah Tanaka
Hill, Rev. J. R. Thomas, G. V.
Hill, W. Thomas, J.
Helin, Capt. C. Taylor, H. K.
Halt, G. C. Trace, Miss J.
Howard, M. Tribhun, H. S.
Hooper, A. F. Ting, Mrs.
Ingram, Miss C. G. Teineld, C.
Ishii, A. Yana Thahill, G. B.
Johnson, G. C. Volkmann, J. T.
Japan Importing and Warbul, Dr. K.
Exporting Co. Wallace, Capt. J.
Johnston, W. A. J. Woolner, H.
Jones, Dr. R. F. Walton, C.
Jackson, Miss Whitehead, W.
Johns, H. G. Wurth, M. C.
Johnson, Rev. H. G. Wainstein, A.
Johnston, Capt. Woolfe, E.
Japsop, S. R. Wickle, A.
Kantow Wright, W. A. B.
Keminner, D. F. Wiesse, Dr. K.
Knight, W. Wadean, C.
Kirkland, Miss Watt, C. H.
King, K. Williams, M. L.
Kondowayne, Miss Walton, C.
Yemada, Kynock, W. Wickins, H. W.
Yemada, K.

List of Registered Covers in Poste Restante.
Antonieta, Fernaola.
Andrews, Mrs. Miller, M. S.
Asa, Singh Mehta, Khan
Badolo, Gilio Marti, Roman
Bannon, Miss Meyer, H. S.
Bodenever, H. H. Mastowski, W. von.
Burgos & Co. Nestiz, W. N.
Braschi, N. Nazin, Khan
Bonomond, P. Ortega, J. T.
Camer, Capt. Olbes, D. F.
Ekman, Miss Ida Pelley, E. Le.
Ebraim, Memon Rauh, J.
Ecton, E. Reilly, S. G.
E. S. Sour-chong, (2) Rauslens, Theo.
Foot, Miss E. Ratta Singh
Forsyth, G. G. S. Rauchverger, Miss F.
Figueroa, A. F. y Rankin, A. W.
Fukuda, S. (2) Rauna Hakin
Gatjars, J. Rosario, A. F.
Gromed Singh. Rester, C. L.
Grand Hotel. Silva, U. da
Hancock, W. St. J. Sonda, Mrs. J. (2)
Hamilton, E. Steward, C. Y. S.
Harper, C. Syett, Mr.
Harbor, H. Silva, L. J. da
Israel, Etsie Sharbat Khan
Indian Address Suckerman, Jack
Jackson, Capt. T. P. Tah, Miss.
Jackson, Capt. T. P. Tovbin, J.
Japanese Address. Van Laen, B.
Kohn, Siegfried Weisman, B.
Kirkwood, J. Weinstein, J.
Kata Singh Williams, Mrs. J.
Lewis, Mrs. A. E. (2) Walter, Werner
Manning, Robt. Wood, E. E. Small
Machado, A. E. Yehance Singh.
Mayer, A. Zonenlith, Ph.

List of Registered Covers for Merchant Ships.
S.S. *Eolus* C. Larson.
S.S. *Eolus* T. Williams.
S.S. *Eolus* Capt. Kirkwood, (2)
S.S. *Chankang* Capt. J. Vaughan.
S.S. *Catfish* J. Williams.
S.S. *Clyde* Hamilton Northcote.
S.S. *Caledon* A. Hoar.
S.S. *Blomed* J. Fleming (Baker), (2)
S.S. *Empress of India* Rev. W. K. McKibben
S.S. *Hastig* R. Macfarlane, (passenger)
S.S. *Loek* G. Menzies.
S.S. *Macbray* Mrs. Farrell.
Ship *Norna* N. A. Shaw.
S.S. *Ocean* W. L. Patten.
S.S. *Patroclus* D. Pritchard.
S.S. *Pharang* Chief Engineer.
S.S. *Sugar* J. Scott.
S.S. *Spartan* J. Harris.
Man of War *Suma* P. Williams.
S.S. *Tarantula* D. A. Allan.
S.S. *Tatoo*.

Shipping.
STEAMERS.
INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR MANILA.
THE Company's Steamship
"LOONGSANG."
Captain Weigall, will be despatched as above
TO-MORROW, the 23rd instant, at 4 P.M.
This Steamer has Superior Accommodation
for First class Passengers, and is fitted throughout
with Electric Light.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 16th February, 1900. [217b]

NIPPON YUSEN KAISHA.
FOR MANILA.
THE Company's Steamship
"KASUGA MARU."
(3,800 Tons Gross, Captain E. W. Haswell) will
be despatched for the above, Port, TO-MORROW,
the 23rd instant, at 4 P.M.
This new Mail Steamer is specially constructed
for service in the Tropics and is provided with Superior Accommodation and
with all modern fittings and implements for the safety and comfort of Passengers, Electric
Light and Refrigerator, Doctor and stewardess
carried.
Return Tickets issued by this Company are available for return by steamers of the other
Lines.
For Freight or Passage, apply to
A. S. MIHARA,
Manager.
Hongkong, 14th February, 1900. [205b]

"SHIRE" LINE OF STEAMERS.
FOR NAGASAKI, KOBE AND YOKOHAMA.
THE Company's Steamship
"DENBIGHSHIRE."
H. N. Vyvyan, Commander, will be despatched for the above Ports, on or about FRIDAY, the
23rd instant, at Noon.
For Freight or Passage, apply to
SHEWAN, TOME & CO.,
Agents.
Hongkong, 1st February, 1900. [179b]

THE OSAKA SHOSEN KAISHA,
LIMITED.
FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship
"TAMSUI MARU."
Captain K. Sobajima, will be despatched for the above Ports, on SUNDAY, the 25th instant,
at Daylight.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 19th February, 1900. [45]

CHINA NAVIGATION COMPANY,
LIMITED.
FOR KOBE.
THE Company's Steamship
"CHINGTU."
Captain Williams, will be despatched as above
on WEDNESDAY, the 28th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 16th February, 1900. [218b]

SHEWAN TOME & CO.'S "NEW YORK"
LINE.
FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship
"MORVEN,"
will be despatched for the above Port on or
about the 5th March.
For Freight, apply to
SHEWAN, TOME & CO.,
Agents.
Hongkong, 20th February, 1900. [234b]

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship
"SARPEDON."
Captain Grier, will be despatched on
TUESDAY, the 6th March.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 26th January, 1900. [115b]

CHINA NAVIGATION COMPANY,
LIMITED.
FOR TIENTSIN.
THE Company's Steamship
"NANCHANG,"
Captain Finlayson, will be despatched as above
on WEDNESDAY, the 7th March.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 17th February, 1900. [222b]

OCEAN STEAMSHIP COMPANY.
FOR LIVERPOOL (DIRECT).
Taking Cargos at London Rates.
THE Company's Steamship
"NESTOR,"
Captain Asquith, will be despatched on
WEDNESDAY, the 7th March.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 10th February, 1900. [181b]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON.

"TEENKAI."

D. Davies, Commander, will be despatched as
above on WEDNESDAY, the 14th March.

For Freight, &c., apply to

JARDINE, MATHESON & CO.,
Agents.

Hongkong, 2nd February, 1900. [138b]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"CALCHAS."

Captain Gregory, will be despatched as above
on TUESDAY, the 20th March.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 10th February, 1900. [182b]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ST. REGULUS."

will be despatched for the above Port.

For Freight, apply to

DODWELL & CO., LIMITED,
Agents.

Hongkong, 12th February, 1900. [132b]

Shipping.
STEAMERS.
IMPERIAL GERMAN MAIL LINE.
STEAM FOR SHANGHAI, NAGASAKI, HIIGO AND YOKOHAMA.
THE Imperial German Mail Steamship

"STUTTGART,"
of the NORDDEUTSCHER Lloyd.
Captain P. Grosch, due here with the outward German Mail about the 22nd instant, will be for the above places about 24 hours after arrival.
NORDDEUTSCHER LLOYD.
For further Particulars, apply to
MELCHERS & CO.,
Agents.
Hongkong, 19th February, 1900. [222]

NIPPON YUSEN KAISHA.
FOR MANILA.
THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.
FOR MANILA.
THE Company's Steamship

"MENMUIR,"
Captain R. W. Almond, will be despatched for the above Port, on SATURDAY, the 24th instant.
The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light and is supplied with a Refrigerating Chamber.
A Doctor is carried.
For Freight or Passage, apply to
A. S. MIHARA,
Manager.
Hongkong, 14th February, 1900. [205b]

CHINA NAVIGATION COMPANY,
LIMITED.
FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.
THE Company's Steamship

"CHANGSHA,"
Captain Moore, will be despatched on MONDAY, the 5th March, at Noon.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
N.R.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steiners of the EASTERN and AUSTRALIAN S.S. CO. and vice versa.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 3rd February, 1900. [141b]

CHINA NAVIGATION COMPANY,
LIMITED.
FOR KOBE.
THE Company's Steamship

<p

Intimations.

NOTICE.

NIGHT SCHOOL for EUROPEANS, by an EX-SCROPHULARIA. Terms moderate, for private classes apply.

100 Th. Office.

Hongkong, [1648]

The Share Market.

LATEST QUOTATIONS.

(February 22nd.)

Companies. Paid up Capital. Latest quotation.

Banks.

Hongkong & Shanghai Banking Corporation. \$125 314 1/2 % premium

The Bank of China & Japan, Limited (Preference). £5 Nominal

The Bank of China & Japan, Limited (Ordinary). £4 £1 buyers

The Bank of China & Japan, Limited (Deferred). £1 £5.5 buyers

National Bank of China, Ltd. £8 26

Do. Founders. £1 30

Marine Insurances.

Union Ins. Society of Canton, Ltd. \$50 \$235

China Traders' Ins. Co., Ltd. \$25 \$50

North China Ins. Co., Ltd. £25 Tls. 180

Yangtze Ins. Assoc. £60 \$120

Canton Ins. Office. £50 \$130

Straits Ins. Co., Ltd. £20 \$2

Fire Insurances.

Hongkong Fire Ins. Co., Ltd. \$50 \$350

China Fire Ins. Co., Ltd. £20 \$89 1/2

Shipping.

Hongkong, Canton, & Macao Steamboat Co., Limited. £15 \$29 1/2

Indo-China Steam Navigation Co., Ltd. £10 \$87

China & Manila S.S. Co., Ltd. £50 \$100

DENBIGHSHIRE, British steamer, 2,448, H. N. Co., Ltd. £50 \$49

China Mutual S. N. Co., Ltd.—(Pref.) £10 £10, buyers

China Mutual S. N. Co., Ltd.—(Oary). £10 £10

Star Ferry Co., Ltd. £10 \$19

"Shell" Transport & Trading Co., Ltd. £100 £250

Refineries.

China Sugar Refining Co., Ltd. \$100 \$132

Luzon Sugar Refining Co., Ltd. \$100 \$47

Mining.

Punjum Mining Co., Ltd. \$6 \$6

Oliver's Freehold Mines, Ltd. £5 \$58

Oliver's Freehold Mines, Ltd. £4 \$470

Great Eastern & Caledonian Gold Mining Co., Ltd. £5 \$1

Do. (Preference). £5 \$640

Docks, Wharves and Godowns.

Hongkong & Whampoa Dock Co., Ltd. \$125 350 % premium

Hongkong and Kowloon Wharf & Godown Co., Ltd. £50 \$87

Wuchow Warehouse.

Ryan, R.A.M.C., Lt. Col. £375 \$431

Sampson, Mr. H. £6 \$20

Lands, Hotels and Buildings.

China Provident Loan & Mortgage Co., Ltd. £10 \$9.35

Hongkong Land Investment & Agency Co., Ltd. £50 \$122

Kowloon Land and Building Co., Ltd. £30 \$26

West Point Building Co., Ltd. £50 \$41

Hongkong Hotel Co., Ltd. £30 \$126

Humphrey's Estate & Finance Co., Ltd. £10 \$91

Cotton Mills.

Hongkong Cotton Spinning, Weaving & Dyeing Co., Ltd. \$100 \$38

Ewo Cotton Spinning & Co., Ltd. £100 Tls. 60

International Cotton Mfg. Co., Ltd. £100 Tls. 67

Laou-kung-mow Cotton Spinning & Weaving Co., Ltd. £100 Tls. 72 1/2

Soy Chee Cotton Spinning Co., Ltd. £100 Tls. 375

Yahloong Cotton Spinning Co., Ltd. £100 Tls. 54

Miscellaneous.

Green Island Cement Co., Ltd. \$10 \$28

China Borco-Ne Co., Ltd. \$15 \$16

A. S. Watson & Co., Limited. \$10 \$16

Watkins, Limited. £10 \$10

Hongkong Electric Co., Limited. £10 \$12

Hongkong Electric Co., Limited. £2 \$2.15

Hongkong & China Gas Co., Ltd. £10 \$135

Hongkong Ropeway Manufacturing Co., Ltd. \$50 \$350

Geo. Fenwick & Co., Ltd. £25 \$51

H'kong Ice Co., Ltd. £25 \$167

H'kong High-Level Tramway Co., Ltd. £100 \$155

Dairy Farm Co., Ltd. £6 \$6

Hongkong and China Bakery Co., Ltd. £50 \$25

Campbell, Moore and Co., Ltd. £10 \$16

Bell's Asbestos Eastern Agency Co., Ltd. £1 £1 nominal

United Asbestos Co., Oriental As'cy, Ltd. £4 \$4

United Asbestos Co., Oriental As'cy, Ltd. £10 \$10

Carmichael & Co., Ltd. £20 \$8

Tebrai Planting Co., Ltd. £5 \$5

Tebrai Planting Co., Ltd. £4 \$4

BENJAMIN, KELLY & POTTS, Share Brokers.

Telegraph Address—"Rialto."

Telephone No. 148.

EXCHANGE.

Hongkong, 22nd February.

IN LONDON, Telegraphic Transfer, 1/1/16

Bank Bills, on demand, 1/1/16

Credits, 4 months' sight, 1/1/16

On BERLIN, (demand) 1/1/16

ON PARIS, Bank Bills, on demand, 4/1/16

Credits, 4 months' sight, 2/1/16

ON NEW YORK, Bank Bills, on demand, 4/1/16

Credits, 30 days' sight, 1/1/16

On HOMBAV, Telegraphic Transfer, 1/1/16

On demand, 1/1/16

ON SHANGHAI, Telegraphic Transfer, 1/1/16

Private, 30 days' sight, 1/1/16

On YOKOHAMA, T.T. 41 per cent. prem. Sovereigns, Bank's Buying Rate, \$10.26

Gold Leaf 100 t'ouch, per tael 53.35

Bar Silver, 200 t'ouch, per tael 23.25

Dollars, 23 per cent. prem.

VESSELS IN PORT.

Steamers.

AMIGO, German steamer, 771, J. Bendixen, 13th Feb.—Hoiohaw 12th Feb, Rice—Jesben & Co.

BABELSBERG, German steamer, 2,020, G. Pfaff, 21st Feb.—Mojj 16th Feb, Ballast—Order.

BENLAWERS, British str., 1,844, A. Webster, 15th Feb.—Java 4th Feb, Sugar—Gibb, Livingston & Co.

CEREDA, British steamer, 1,653, L. Johnson, 12th Feb.—Singapore 2nd Feb, Case Oil—Jardine, Matheson & Co.

CHOWTAI, British steamer, 1,100, J. A. Morris, 13th Feb.—Saigon 9th Feb, Rice—Butterfield & Swire.

PEACOCK, 1st class gunboat, 775 tons, 6 guns, 1,200 h.p., Lieut. Comdr. S. G. Douglas, Shanghai.

Pharao, British gunboat, 1,015 tons, Comdr. Cochran, Hongkong.

PIGMY, 1st class gunboat, 750 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. J. F. E. Green, Hongkong.

PLATER, 1st class gunboat, 453 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. C. V. de M. Cowper, Manila.

REDFIRE, 3rd class gunboat, 455 tons, 4 guns, 360 i.h.p., Hongkong.

Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 1,000 h.p., Hongkong.

D'Entremont, * 1st class cruiser, 8,114 tons, 26 guns, 2,700 h.p., Capt. de Marolles, at Saigon.

Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 1,000 h.p., Hongkong.

Humber, storeship, 1,650 tons, 800 i.h.p., Com. H. J. Davison, Hongkong.

Iphigenia, 2nd class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. N. Dudding, Singapore.

Linnis, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Commander W. W. Smythe, Wuchow.

Orlando, British cruiser, 5,000 tons, Capt. J. H. Burke, Manila.

Peacock, 1st class gunboat, 775 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. S. G. Douglas, Shanghai.

Surprise, gunboat, 627 tons, 10 guns, 860 i.h.p., Capt. Monet, at Saigon.

* Flagship of Vice-Admiral Alexeiff.

Flagship of Rear-Admiral F. V. Dubossoff.

Flagship of Rear-Admiral Reimoff.

THE FRENCH SQUADRON.

Bengali, 2nd class dispatch-boat, Lt.-Comdr. De la Croix de Castries, at Haiphong.

D'Entremont, * 1st class cruiser, 8,114 tons, 26 guns, 2,700 h.p., Capt. de Marolles, at Saigon.

Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 1,000 h.p., Hongkong.

Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 1,000 h.p., Hongkong.

Marolles, at Saigon.

Pharao, British gunboat, 1,015 tons, Comdr. Cochran, Hongkong.

Pigmy, 1st class gunboat, 750 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. J. F. E. Green, Hongkong.

Plater, 1st class gunboat, 453 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. C. V. de M. Cowper, Manila.

Redfire, 3rd class gunboat, 455 tons, 4 guns, 360 i.h.p., Hongkong.

Surprise, gunboat, 627 tons, 10 guns, 860 i.h.p., Capt. Monet, at Saigon.

* Flagship of Vice-Admiral Courrejolles.

THE GERMAN SQUADRON.

Gefion, German cruiser, 4,200 tons, 25 guns, 9,000 h.p., Capt. Röhlmann, Manila.

Hansa, * German cruiser, 6,100 tons, Capt. Pohl, at Singapore.

Kersaint, 3rd class cruiser, 1,300 tons, 13 guns, 2,200 i.h.p., Capt. de la Motte du Portail, at Hongkong.

Lion, gunboat, 473 tons, 8 guns, 560 h.p., Capt. A. Amet, at Kwang-chau-wan.

Pascal, 2nd class protected cruiser, 4,000 tons, 30 guns, 9,000 i.h.p., Capt. M. Motet; en route Tientsin.

Surprise, gunboat, 627 tons, 10 guns, 860 i.h.p., Capt. Monet, at Saigon.

* Flagship of Admiral Fritze.

THE AMERICAN SQUADRON.

Baltimore, Flagship, U.S. cruiser, 4,413 tons, 25 guns, 10,000 i.h.p., Capt. J. M. Forsyth, at Hongkong.

Bennington, U.S. gunboat, 1,770 tons, 6 guns, 1,200 h.p., Com. C. H. Arnold, at Manila.

Brooklyn, Flagship, U.S. cruiser, Admiral Watson, Manila.

Wolverine, coast-defence ship, 2,750 tons, 1 gun, 1,000 h.p., Hongkong.

Wasp, British river-gunboat, 2 guns, Li-Cloud, Carr, on the West River.

Swift, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Hongkong.

Daphne, German steamer, 1,292, Th. Nissen, 31st Dec., Kuchinotzu 26th Dec, Coal, Siemsen & Co.

Decima, German steamer, 963, Christiansen, 13th Feb., Saigon 9th Feb, Rice—Butterfield & Swire.

Decima, German steamer, 963, Christiansen, 13th Feb., Saigon 9th Feb, Rice—Butterfield & Swire.

Decima, German steamer, 963, Christiansen, 13th Feb., Saigon 9th Feb, Rice—Butterfield & Swire.